



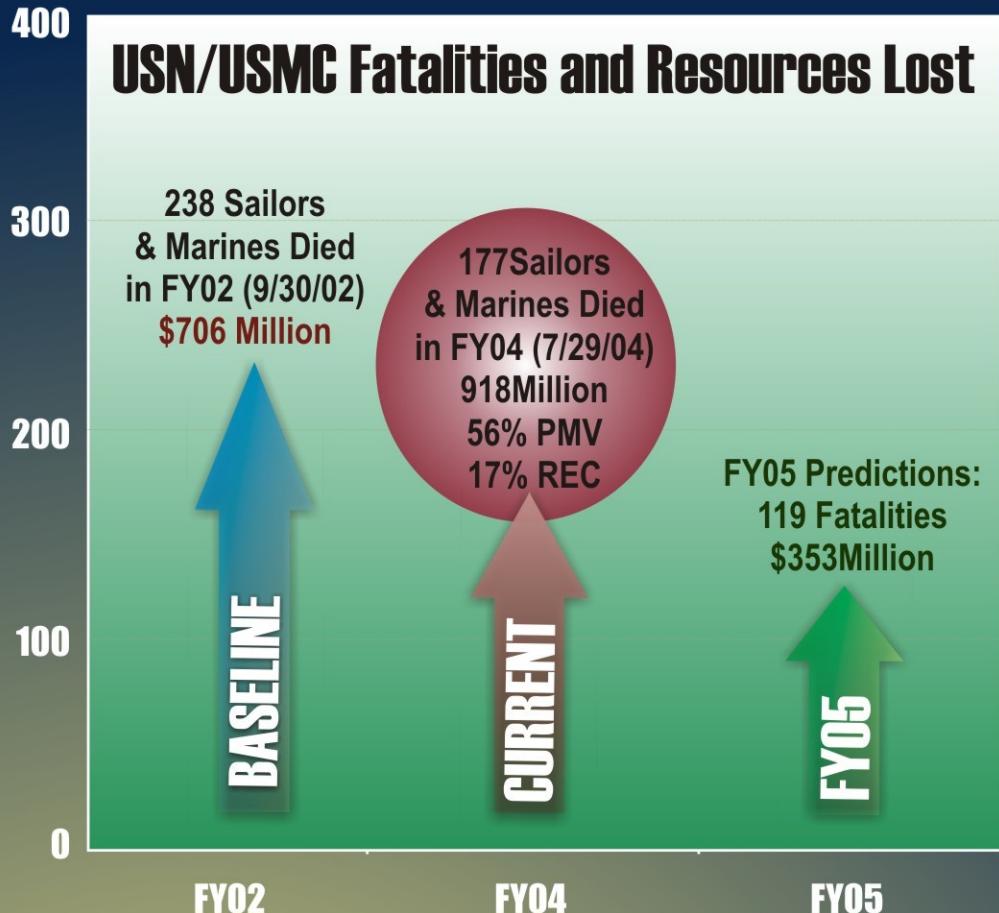
Enhancing Combat Readiness Through Fleetwide Mishap Reduction

- Briefing for BGEN McAbee -
Deputy MARFORPAC

**RADM Dick Brooks, USN
Commander, Naval Safety Center**

Where We Are

Number of Fatalities



We are headed toward 211 deaths in FY04,
while our 50% mishap reduction goal is 119
deaths by the end of FY05.

USN/USMC Mishap and Fatality Trends

	FY04		FY05	
	USN	USMC	USN	USMC
Aviation	.24	1.69	.28	2.83
Afloat	.17	N/A	1.05	N/A
Shore/Ops	.18	4.01	1.08	7.55
PMV (Off-Duty)	4.46	6.56	10.17	4.40
REC (Off-Duty)	1.38	2.46	2.97	4.31
Civilian Lost Day	2.42	3.69	14.59	18.88

↓ = on or below glide slope to FY05 goal

↑ = above glide slope to FY05 goal

↑↑ = within 2.0 of glide slope / FY05 goal

FY04 Data: July 29, 2004

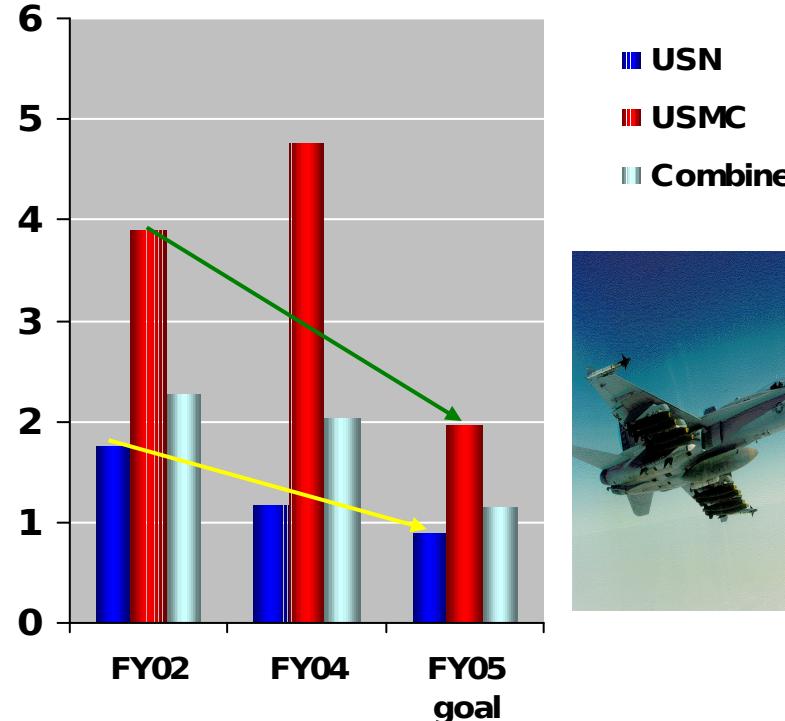


USN/USMC Class A Mishap Rates



Aviation

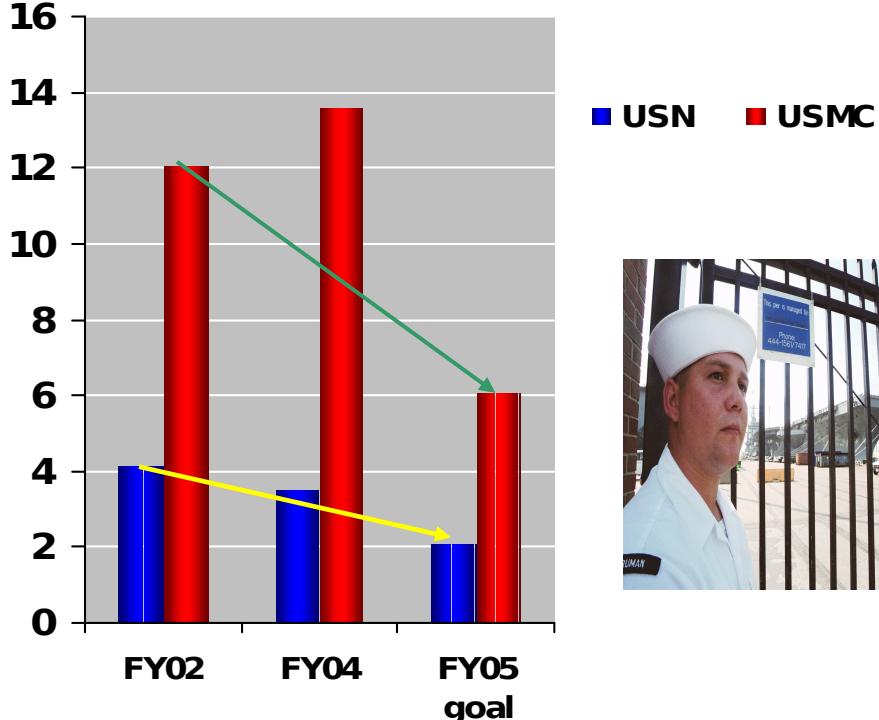
Rate per 100,000 flight hours



**USN mishap rate is below glide slope
USMC mishap rate is above glide slope**

Shore Forces

Rate per 100,000 personnel per year



**USN mishap rate is slightly above glide slope
USMC mishap rate is well above glide slope**

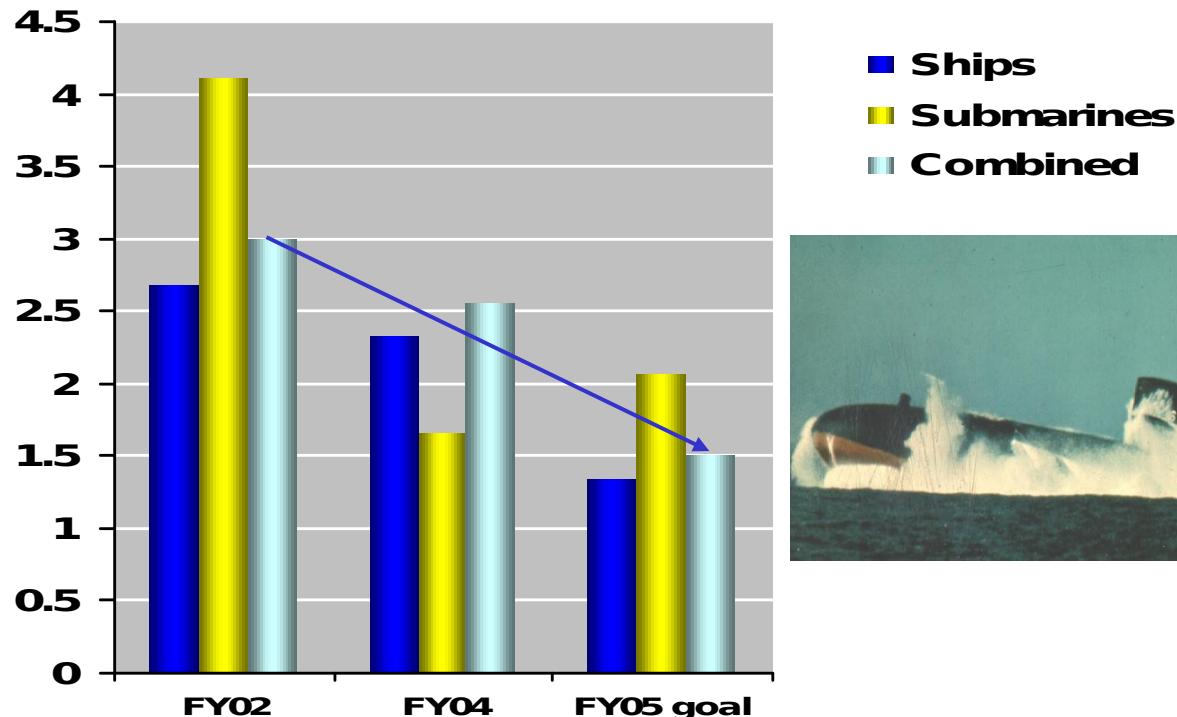
FY04 Data: 29 July 2004

USN Class A Mishap Rates



Afloat Forces

Rate per 100 ships per year



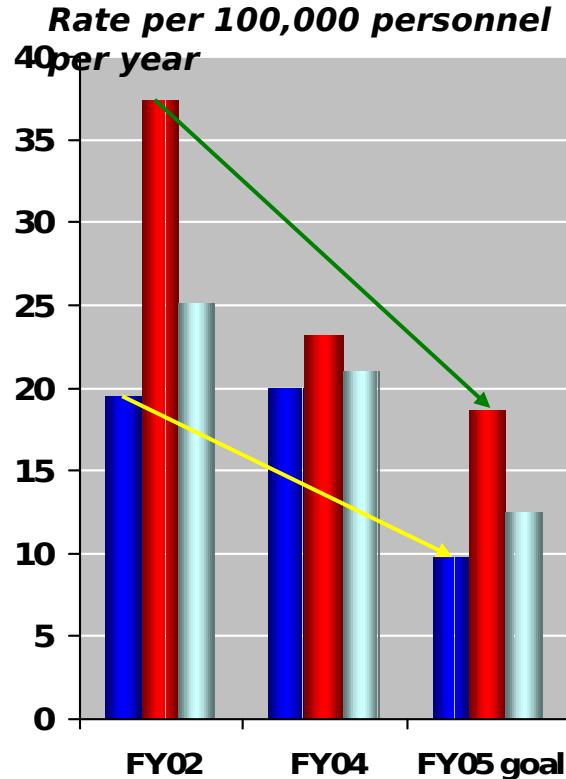
Combined afloat mishap rates are above glide slope

FY04 Data: 29 July 2004

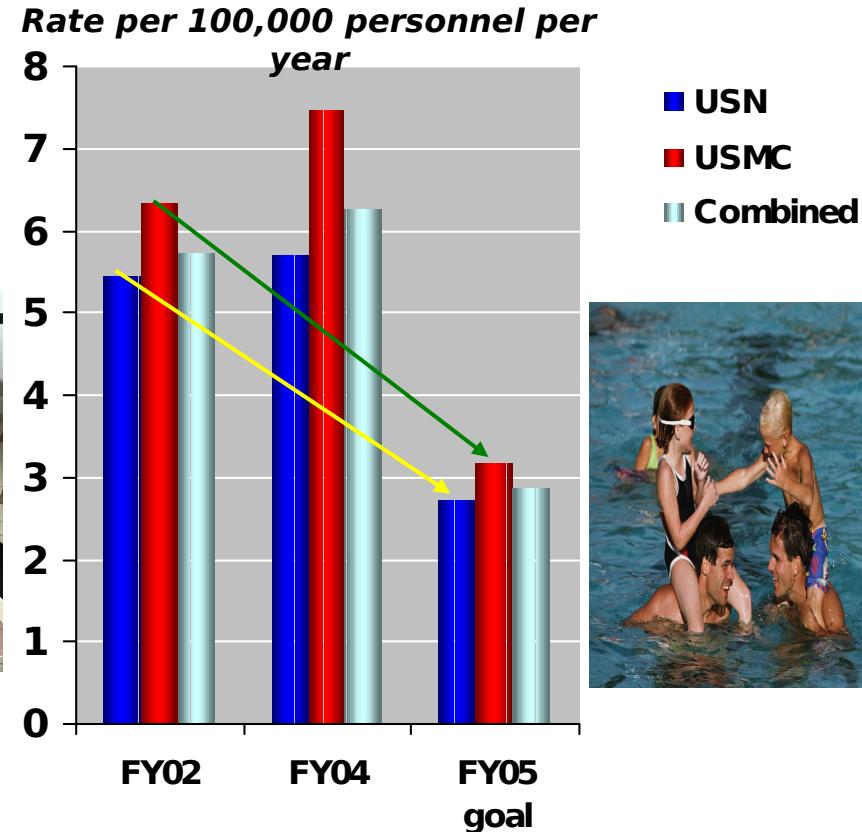
USN/USMC Fatality Rates



PMV



Recreation/Off-Duty



USN mishap rate is well above glide slope
USMC mishap rate is below glide slope

USN/USMC mishap rates are well above glide slope

FY04 Data: 29 July 2004

USN/USMC Cost and Deaths (FY02-04)



Total Mishap Cost

**USN \$1.61B + USMC \$1.04M =
\$2.65B**

**Aviation
FY04
\$856M**

**COST IN
MILLIONS**

	FY0	FY0	FY0
AVIATION	2	3	4
AFLOAT	\$61	\$95	\$75
PMV	1	5	5
SHORE/OPS	41	17	22
RECREATION	28	25	21
	15	15	10
	10	11	8

Aviation Leads Cost

Sailors & Marines Dead

**usn 330 + usmc 313
= 643**

**PMV
FY04
97**

FATALITIES

	FY0	FY0	FY0
PMV	2	3	4
SHORE/OPS	140	119	97
RECREATI	33	53	31
ON AVIATION	32	32	29
AFLOAT	28	26	13
	5	2	3

PMV Leads Fatalities

FY04 Data: 29 July 2004

Force Comparison (TYCOMs)



Aviation

Afloat

Shore

Rec (Off-Duty)

Traffic

	USN A's/Rate	AIRPAC A's/Rate	AIRLAN T A's/Rate	SURFPA C A's/Rate	SURFLAN T A's/Rate	SUBPAC A's/Rate	SUBLAN T A's/Rate
Aviation	41 / 2.05	16 / 2.71	15 / 3.04	0 / 0	0 / 0	0 / 0	0 / 0
Afloat	14 / 2.30	0 / 0	2 / 16.59	4 / 2.73	5 / 2.22	1 / 1.56	2 / 2.87
Shore	21 / 3.00	0 / 0	0 / 0	1 / 1.89	1 / 1.15	0 / 0	0 / 0
Rec (Off-Duty)	39 / 5.57	1 / 1.23	1 / 1.23	2 / 2.47	4 / 4.63	1 / 7.89	1 / 6.33
Traffic	129 / 8.41	14 / 17.26	13 / 15.98	16 / 23.12	9 / 11.95	5 / 39.47	10 / 63.33

NSC Data: 02 August 2004

Force Comparison (MARFORPAC)



Aviation
Afloat
Shore
Rec (Off-Duty)
Traffic

	USMC Class A's / Rate	MARFORPAC Class A's / Rate	MARFORLANT Class A's / Rate
Aviation	25 / 3.83	15 / 4.64	7 / 3.21
Afloat	N/A	N/A	N/A
Shore	51 / 17.49	35 / 25.72	9 / 9.19
Rec (Off-Duty)	23 / 7.06	12 / 8.82	5 / 5.11
Traffic	89 / 27.31	29 / 21.31	41 / 41.88

NSC Data: 02 August 2004

Commander's Assessment

- **Status Quo Not Getting the Job Done.** Good programs exist and have produced some good results, but status quo isn't getting the job done in many areas.
- **Leadership and Accountability Required.** Most mishaps can be prevented with appropriate intrusive leadership and involvement at every level.
- **Cradle to Grave Training as Long-Term Fix.** Being developed for 5 Vector Model by the Navy's Center for Personal Development.
- **Naval Safety Center & Navy/Marine Corps to Become Proactive.** NSC and Navy/Marine Corps must become proactive to prevent mishaps, rather than reactive.
- **Utilize Available Safety Resources.** USN/USMC must utilize available safety resources: Army Safety Management Information System, Traffic Safety Toolbox, Leave/Liberty Risk Assessments, etc.
- **Emphasize Safety and Risk Management “24x7.”** Must be a way of life rather than a concept that gets increased emphasis post-mishap.
- **Reduce Mishaps by Balancing Acquisition Approach.** Balanced acquisition approach for platforms and COTS/emergent technologies to reduce mishaps.
- **ORM is Getting There.**

TOP CONCERNS

- 50% Mishap Reduction Campaign Message not consistently reaching the deckplates.
- The Challenge: Cultural change will take time.

ORM & The Fleet

COURSES

- **Immersion Training.** Complete for Aviation and Afloat Communities; in progress for the Submarine community.

- **Curriculum.** CNET, NSC, and NAVOSHTRACEN courses incorporate ORM into all curricula.

Training.

Aviation, Afloat, and Submarine survey teams provide ORM refresher training upon request.

Aviation, Afloat, and Submarine safety officer schools provide instructor-level ORM training.

PCO/PXO/DH schools, DIVO training, and Senior Enlisted Academy provide training.

ON-LINE

On-Line Training.

Offered through CNAF's ORM University and USMC's MarineNet. Resources available on NSC website.

Total Risk Assessment and Control System (TRACS) & U.S. Army Motor Vehicle Risk Assessment Tool (ASMIS).

ORM Works!

Transition to RM a Must.

MISHAP RATES



ORM Introduced to Fleet

Aviation Mishap Rates declining

Afloat and Submarine communities show improvements

Ongoing Efforts

Fleetwide Initiatives

- Defense Safety Oversight Committee
- Navy & Marine Corps Safety Council
- Operational Risk Management
- Data Centric Technology
- Safety Strategic Plan
- Human Factors Analysis
- CNET 5 Vector Model
- Navy Knowledge Online
- Culture Workshops



Naval Safety Center Programs

- Mishap Investigations
- Surveys
- Web-Enabled Safety Systems (WESS)
- 50% Mishap Reduction Media Kits
- Naval Safety Campaign Plan
- Command Assessment Surveys/
MCAS/ASCAS
- ORM Assessment (ORMAS)
- Media Campaign: Video/Print/Broadcast
- Critical Days of Summer Campaign
- Good Samaritan Program

Challenges

Eliminate or Reduce Top Causal Factor of Mishaps:
Human Error (85%)

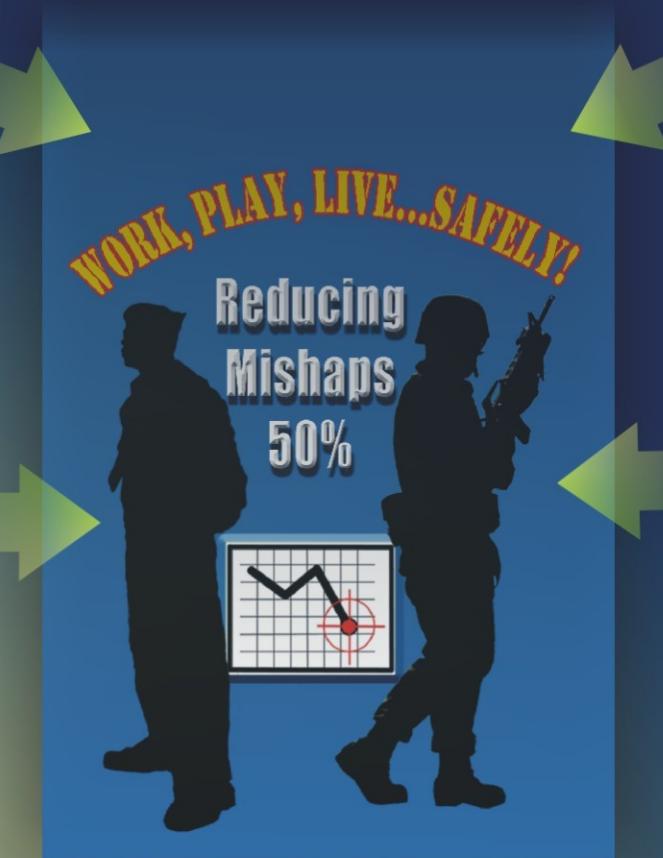
Eliminate or Reduce Highest Cost, Fatalities, Injuries:
Aviation/PMV/Recreation

Emphasize Accountability and Responsibility:
Traffic and Recreation

Lack of Performance Metrics for Mishap Reduction

Culture Change:

- Leadership involvement necessary
- The willingness to accept losses
- Reactive vice proactive
- Unwillingness to report class B/C mishaps
- Safety not a high priority - collateral duty in non-aviation units



Acquiring Necessary Funds for Safety Programs

Intrusive Leadership Makes THE Difference!



Questions?

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